



## Programs that solve problems

### Getting resources to customers

Key transportation resources—technical information, research updates, legislative and regulatory news, and training opportunities—are delivered to local agencies through LTAP newsletters and publications.

Your video library has assisted us in everything from bridge maintenance and asphalt repair to road drainage, shoulder building, and traffic control. We have received 46 various training films over the past three years.

LTAP CUSTOMER (TENNESSEE)



### Assistance is a phone call away

Individualized, personal service is a hallmark of LTAP.

**LTAP libraries respond to over 250,000 requests for manuals, reports, videos, and CD-ROMs annually. That's more than 1,000 requests per day.**

In addition, LTAP centers provide direct technical information, problem solving, and referrals about 50,000 times annually. That's about 200 customers helped every day.

*I have used articles and information from LTAP often. The newsletters have helped me work with local towns in designing a safer road system. Keep it up!*

LTAP CUSTOMER (CONNECTICUT)

## LTAP milestones

1982

In 20 years, LTAP's customer base and services have expanded rapidly.

1983

Responding to the need for rural transportation assistance, the Rural Technical Assistance Program (RTAP) began as a 10-center pilot program of the FHWA and state DOTs.

1986

After a successful first year, additional centers joined the program.

1991

To broaden program coverage, a 50/50 match of federal funds with local funds was instituted.

1991

RTAP was changed to the Local Technical Assistance Program (LTAP) as the Intermodal Surface Transportation Efficiency Act (ISTEA) widened the program's scope to include urban areas with populations over 50,000.

1998

The Tribal Technical Assistance Program (TTAP) serving American Indian tribal governments was established.

1998

The Transportation Equity Act for the 21st Century (TEA-21) reaffirmed LTAP's commitment to serving both rural and urban areas.

2003

LTAP established formal agreements with AASHTO, APWA, and NACE.

Significant resources are needed for LTAP to better serve local and tribal agencies and to keep up with expanding demands on the transportation system.

## Programs that solve problems



### Training that's personalized

Each LTAP center customizes training for its particular customers. Many centers have achieved great success with programs like Roads Scholar and Safety Circuit Rider.

#### Roads Scholar

LTAP's Roads Scholar programs provide a curriculum of training to enable transportation workers to study road fundamentals, safety, drainage, snow and ice removal, and training management. The courses help the participants develop professionalism and advance in their careers. Roads Scholars are recognized for their training and expertise.

#### Safety Circuit Rider

Many transportation workers cannot attend training events because of the travel time and cost. LTAP's Safety Circuit Riders take safety training to local agencies with on-site workshops at convenient locations.

*Utah DOT Executive*

*Director Tom Warne was*

*asked: "What if we train*

*our employees and they*

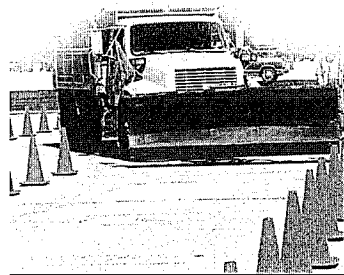
*leave?" He responded,*

*"What if we don't train*

*them and they stay?"*

*Due to its isolated location and limited budget, town employees have very few training opportunities. Without LTAP, the town of Parker would not have been able to provide the level of high-quality training. We look forward to working with LTAP as it continues to grow and expand in new areas.*

DIRECTOR OF PUBLIC WORKS, TOWN OF PARKER (ARIZONA)



## Training is the heart of LTAP

According to city, county, and tribal agencies, significant training is needed in these areas:

- safety
- work zone traffic control
- winter maintenance, including snow and ice control
- signs and signals, including *Manual on Uniform Traffic Control Devices* (MUTCD) training
- paved and unpaved road maintenance
- planning and design
- materials
- equipment
- environment
- information management, including geographic information systems (GIS) applications
- asset and pavement management systems
- innovative finance and statewide planning

LTAP serves these and other training needs through workshops, road shows, demonstrations, computer training, distance learning, conference seminars, and courses in the field and classroom.

**LTAP centers provide more than 4,000 training events to over 115,000 participants annually. That's approximately 20 training events serving nearly 500 participants per day!**

*We appreciate the efforts of LTAP in setting up a training program for traffic control in work zones and tailoring it to our specific needs. I cannot think of a more valuable source of information or of a better way to communicate with other agencies that may have similar problems or solutions that have worked for them.*

STREET DIRECTOR,

VILLAGE OF RUIDOSO

(NEW MEXICO)

*Our LTAP center fosters communications, coordination, and understanding through regular exchange of information, expertise, and technologies. Washington DOT doesn't need to duplicate these functions. The LTAP center becomes the information hub.*

WASHINGTON LTAP CENTER



## LTAP maximizes resources

*By using our on-demand training program, Kentucky DOT district offices can have training presented in their location—eliminating travel costs and greatly reducing registration fees.*

*By having state, local, and industry employees attending courses together, communication and cooperation have been greatly improved.*

KENTUCKY LTAP CENTER

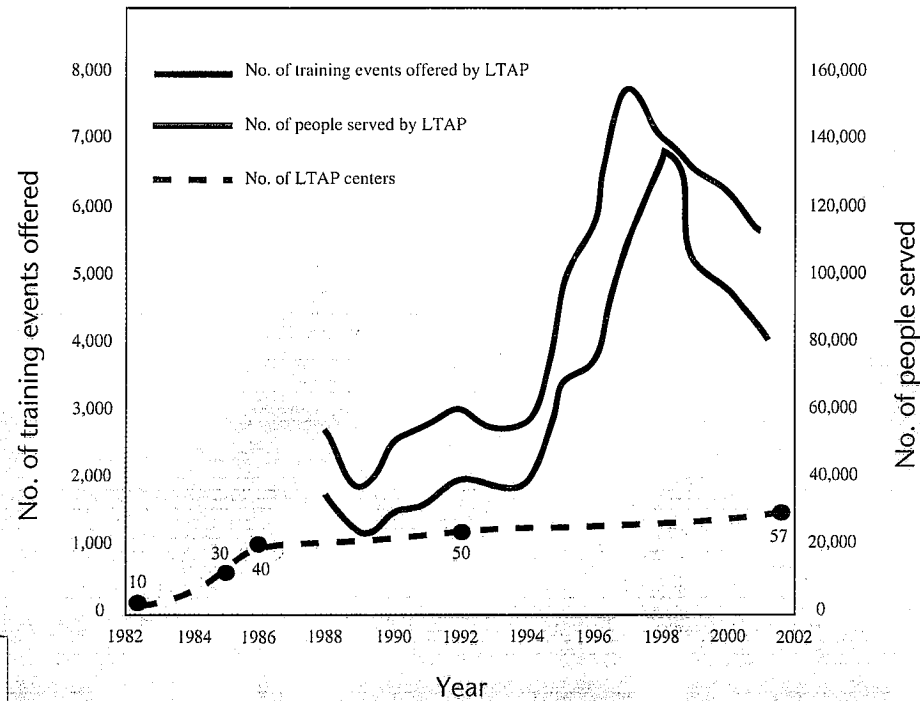
Through innovative partnerships, each LTAP center matches every federal dollar it receives with local funds. LTAP center matching fund sources include

- state DOTs
- universities
- self-generated funds (such as course fees)
- Section 402 Highway Safety Program funds
- American Public Works Association state chapters
- state contractors' associations
- county associations
- local government agencies
- MPOs and RPAs
- insurance cooperatives

Tribal Technical Assistance Program center funds are matched by the Bureau of Indian Affairs.

LTAP centers also collaborate with other organizations to share resources and expertise, increase efficiency, and reduce duplication of services.

# Challenges Programs problems



*I think LTAP is just beginning to realize its potential for assisting governments directly and indirectly. We estimate a savings of \$15,000 because of LTAP programs and services.*

COUNTY ENGINEER, GILLETE (WYOMING)



Reaching customers with targeted services

LTAP faces a major challenge: Due to limited resources, LTAP currently reaches only one-third of its target audience—38,000 local and tribal agencies with transportation responsibilities.

Why aren't more transportation workers taking advantage of LTAP's services? There are two main reasons:

1. Many potential customers are unaware of LTAP.
2. Many local transportation workers cannot afford to travel far or be away for an extended time for training.

With additional resources, LTAP can promote its services to a wider audience and deliver more customized, responsive training such as on-site workshops and distance learning.

**LTAP**

specialized training   libraries   newsletters   information services

**Solutions**

a safer, more efficient, and environmentally friendly transportation system that meets the increasing demands of the traveling public



## Programs that solve problems

LTAP provides local agencies with a variety of tools—training events, technology transfer resources, and personalized assistance—for improving their transportation operations. Many state DOTs also benefit from LTAP services. Each LTAP center adapts its programs to address the unique challenges faced by the customers it serves.

## that solve

# and opportunities

*Many of our tribal partners are so underfunded they can't even afford to travel to meetings and training events.*

DEPUTY SECRETARY FOR OPERATIONS, WASHINGTON DOT

*We'd like to see the*

*Roads Scholar program*

*taken to the next level.*

*Our roads would be a lot*

*safer if our local utilities*

*were targeted for the*

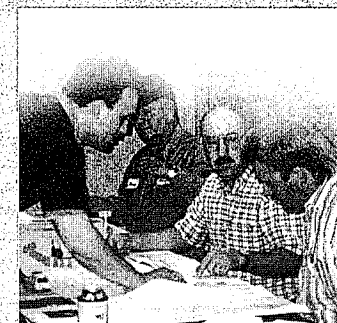
*Construction Zone*

*Safety course. How can*

*we get the word out to*

*them?*

LTAP CUSTOMER



## Growing training needs and transportation demands

Another challenge awaits LTAP. It is projected that nearly half of the current transportation workforce may retire by year 2010. At the same time, our roadways are becoming more and more congested and the traveling public expects smooth, safe, and delay-free travel at all times.

LTAP can be a significant part of the solution by training new and current workers and assisting them in delivering a safe and efficient transportation system. LTAP is a reliable source for transportation information, training, and technical assistance—to local agencies, tribal governments, state DOTs, and many other customers.

Through innovative partnerships, customized delivery mechanisms, and additional support, LTAP can rise to meet the needs and opportunities that await.

## Needs

city, county, and tribal agencies, state DOTs, MPOs, RPA's, and private organizations

## Local Technical Assistance Program centers

### ALABAMA

Alabama Technology Transfer Center  
Dept. of Civil Engineering  
Auburn University  
238 Harbert Engineering Center  
Auburn University, AL 36849  
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334-844-4320 (phone), 334-844-6290 (fax)  
tsqjrmc@eng.auburn.edu, <http://www.AlabamaT2.org>

### ALASKA

Alaska Transportation Technology Transfer Center  
2301 Peger Rd.  
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### ARKANSAS

Arkansas Technology Transfer Program  
Arkansas State Highway and Transportation Dept.  
PO Box 2261  
Little Rock, AR 72203  
Contact: Mark Bradley  
501-569-2074 (phone), 501-569-2070 (fax)  
LTAP@ahtd.state.ar.us, <http://www.ahtd.state.ar.us/planning/T2/>

### CALIFORNIA

California LTAP  
Institute of Transportation Studies  
University of California, Berkeley  
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Richmond, CA 94804  
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lkhs@uclink.berkeley.edu, <http://its.berkeley.edu/techtransfer/>

### COLORADO

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cltap@colorado.edu, <http://ltap.colorado.edu>

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Connecticut Technology Transfer Center  
Connecticut Transportation Institute  
University of Connecticut  
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Storrs, CT 06269  
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### DELAWARE

Delaware DOT Technology Transfer Center  
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lklepner@mail.dot.state.de.us, <http://www.deldot.net/static/t2/>

### FLORIDA

Florida Transportation Technology Transfer Center  
University of Florida  
PO Box 116587  
Gainesville, FL 32611  
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t2@ce.ufl.edu, <http://t2.ce.ufl.edu>

### GEORGIA

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Atlanta, GA 30303  
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### HAWAII

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### IDAHO

Idaho Technology Transfer Center  
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Moscow, ID 83844  
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208-885-4334 (phone), 208-885-2877 (fax)  
idahot2@uidaho.edu, <http://www.its.uidaho.edu/idahot2/>

*Without this valuable resource of the LTAP Center to our municipality, the folks in Fenwick Island could still be riding on tar and chip.*

MAYOR, TOWN OF FENWICK ISLAND (DELAWARE)



## Why is LTAP needed?

*Due to our LTAP center's services, we've had fewer accidents, gravel roads are in better shape, and we've had fewer problems with water running on road surfaces. Our equipment is in better running condition because of maintenance programs suggested by LTAP.*

ROAD FOREMAN,

DAKOTA COUNTY (NEBRASKA)

The days are long gone when local agencies can solve their transportation problems merely by paving more miles of road. Today's city, county, and tribal governments juggle a multitude of increasingly complex challenges:

- enhancing roadway and work zone safety
- ensuring traveler mobility in all kinds of weather and road work
- providing safe and convenient facilities for pedestrians and bicyclists
- managing increased congestion without building more roads
- training a new workforce to replace a retiring one
- targeting training to an increasingly integrated transportation workforce
- complying with environmental laws and regulations like new storm water regulations
- managing administrative issues like compliance with new governmental accounting standards
- responding to the unique challenges of aging drivers
- incorporating new technologies to work more efficiently

Local agencies face the dual challenge of meeting these growing needs with relatively flat, even shrinking, budgets. LTAP rapidly and inexpensively delivers training and technical assistance to connect customers with current advances in transportation technology.



# Serving local needs

## Who is served by LTAP?

Across the country, 38,000 local agencies—small and large cities, rural and urban counties, and tribal governments—maintain nearly three million miles of roads and some 29,000 bridges. LTAP's mission is to help these agencies tap into new technology, information, and training so they can operate more efficiently and safely.

LTAP is a direct, hands-on method for moving innovative transportation technologies out of the lab, off the shelf, and into the hands of the people who maintain our local streets and roads:

- public works directors and staff
- city and county engineers
- local highway safety officers
- transportation planners
- street and road maintenance superintendents and staff
- certified technicians
- skilled roadway laborers

LTAP was envisioned to serve local governments, but its services transcend agency boundaries. State DOTs, municipal planning organizations (MPOs), regional planning agencies (RPAs), and private consultants to local agencies also rely on LTAP resources.

### ILLINOIS

Illinois Technology Transfer Center  
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### IOWA

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peter.coughlan@state.me.us, <http://www.state.me.us/mdot/planning/csd/mlrc.htm>

### MARYLAND

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### MASSACHUSETTS

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Amherst, MA 01003  
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ahmadjia@ecs.umass.edu, [http://www.ecs.umass.edu/baystate\\_roads/](http://www.ecs.umass.edu/baystate_roads/)

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gen\_depts\_tpd/gen\_depts\_tpd\_rb/LTAP.html

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Texas Engineering Extension Service  
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## A Message from the National LTAP Association’s Executive Committee

The national association representing LTAP and TTAP centers is pleased to present this progress report highlighting LTAP’s successes, as well as its continuing challenges, in providing transportation training and technical assistance to local and tribal agencies and state DOTs.

LTAP’s success is founded on delivering tangible benefits to customers through training and technical assistance. LTAP centers respond to the specific transportation needs of their customers with efficient, cost-effective solutions.

Another reason for LTAP’s success is our ongoing commitment to partnering. In 1998, after years of informal collaboration with many state DOTs, local public works chapters, and county associations, the National LTAP Association established formal agreements with AASHTO, APWA, and NACE. In addition, many LTAP centers have integrated their services with other transportation education efforts, such as four-year universities, two-year programs, and trade association curricula.

The goal of these relationships is to reduce duplication of services, share training costs and expertise, and provide optimum training and information to our customers. The net result is a better-informed and trained transportation workforce.

LTAP success stories are numerous (you’ll learn about some of them in this report). Even so, LTAP is reaching only about a third of local governments. And the demand for LTAP services keeps growing!

LTAP is committed to doing more. Creative partnering has provided LTAP a way of getting the most out of current resources. With critically needed additional support, LTAP will continue to improve its effectiveness, better serve its customers, and help them bridge the gap from problem to solution.

Walter Slocumb, Region 1  
Ronald Hall, Region 2  
Mike Blankenship, Region 3  
James Burati, Region 4  
Terry McNinch, Region 5  
David Grouchy, Region 6  
Duane Smith, Region 7  
Frank Peloubet, Region 8  
C.S. Papacostas, Region 9  
Bruce Drewes, Region 10

State and local transportation agencies must keep strong lines of communication to conduct their business effectively. AASHTO recognizes the very important role that LTAP plays in maintaining these open lines of communication.

— JOHN HORSLEY,  
EXECUTIVE DIRECTOR, AMERICAN ASSOCIATION OF STATE HIGHWAY  
AND TRANSPORTATION OFFICIALS (AASHTO)

LTAP centers are vital for delivering critical training for county engineers, highway superintendents, and road professionals. NACE would have no effective training programs without them. The bottom line is we need LTAP strong and active.

— ANTHONY R. GIANCOLA,  
EXECUTIVE DIRECTOR,  
NATIONAL ASSOCIATION  
OF COUNTY ENGINEERS  
(NACE)



# LTAP: Keeping Our Transportation Workforce Strong

Transportation agencies of all types across the country are experiencing an unprecedented workforce crunch. Over half of the current workforce—city and county engineers, road work supervisors, construction and maintenance workers, etc.—may be lost to retirements and cutbacks by 2010. These workers are taking with them years of experience, knowledge, and skills. At the same time, the remaining transportation workforce is experiencing increased demands and training needs.

Fifty-seven Local Technical Assistance Program (LTAP) centers are in place across the country to provide solutions to these workforce development challenges by building strategic partnerships and delivering customized training.

## Customized Training

LTAP is uniquely situated to defuse the transportation workforce crisis. LTAP centers in every state and Puerto Rico and six regional centers serving American Indian tribal governments bring expertise to the people who need it through customized workshops and training materials.

Only LTAP offers training opportunities on-site or at convenient locations where local transportation workers can easily and affordably attend. LTAP is also taking advantage of new methods of technology transfer such as CD-ROMs and e-learning to leverage resources and reach more people.

## The Power of Partnering

LTAP shares resources with its partners such as the American Public Works Association, the National Association of County Engineers, and the American Association of State Highway and Transportation Officials.

By taking full advantage of these partnerships, LTAP reduces duplication of effort and maximizes the impact of funding.

*The retirement problem is driving the workforce issue and will for quite some time. We don't want to be caught short.*

JOE TOOLE,  
FEDERAL HIGHWAY  
ADMINISTRATION

*LTAP can help pass 'soon to retire' technical expertise down to the next generation of transportation workers. For example, it is not uncommon for an equipment operator with no supervisory experience to be promoted to a vacated leadership position. That person has an immediate need to be trained on a new set of skills.*

WEST VIRGINIA  
LTAP CENTER

## LTAP: Keeping Our Transportation Workforce Strong

*A compromised transportation workforce would have serious repercussions for the U.S. economy. Transportation is the key to the success of virtually every business in America.*

NORMAN MINETA, U.S. SECRETARY OF TRANSPORTATION /  
PUBLIC ROADS MAGAZINE

*Maintenance of existing roads is critically important due to the high costs and reduced construction rates of new roads. LTAP provides the training necessary for roadway maintenance.*

NORTH DAKOTA LTAP CENTER

*Everyone is interested in training to improve the health, safety, and security of workers in increasingly hazardous transportation occupations. LTAP training is also needed more than ever in light of increasing liability and litigation.*

VERMONT LTAP CENTER

*The traveling public's expectations for our roadways have increased. They demand less congestion, increased safety and efficiency, and smooth, delay-free travel.*

TRIBAL LTAP CENTER SERVING UTAH, ARIZONA,  
COLORADO, AND NEW MEXICO

*'Back to the basics' training is needed to accelerate the learning curve for new workers, and ongoing training is needed for new technologies and techniques.*

MICHIGAN LTAP CENTER

*Transportation workers want and need more certification, licensing, and continuing education opportunities than ever before.*

MISSOURI LTAP CENTER

### Additional Support

At its current level of funding, LTAP is able to reach only about one-third of transportation workers with its training. Additional support is needed for LTAP to fulfill its potential as the key resource for the nation's critical transportation workforce needs and opportunities.

### Contact LTAP

Contact Joe Conway at the Federal Highway Administration (703-235-0552 or [joe.conway@igate.fhwa.dot.gov](mailto:joe.conway@igate.fhwa.dot.gov)) for more information about the Local Technical Assistance Program. To find the LTAP center in your area, visit [www.ltapt2.org](http://www.ltapt2.org).

YOU SAY "L-TAP," I SAY "T-SQUARED"

The Local Technical Assistance Program (LTAP) is a national network of centers—one in every state, six serving tribal governments, and one in Puerto Rico. LTAP centers are sometimes known as technology transfer

centers, or T<sup>2</sup> centers. Centers that serve American Indian tribal governments are called Tribal Technical Assistance Program (TTAP) centers. For your LTAP or TTAP center, see the list of centers at the end of this report and the map on the back.



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*It is important that LTAP centers around the country are working with APWA chapters to create new training opportunities far less expensively.*

— JUDITH M. MUELLER, PRESIDENT,

AMERICAN PUBLIC WORKS ASSOCIATION (APWA)

Tribal Technical Assistance  
Program centers

SERVING TRIBES IN ALASKA, WASHINGTON,  
OREGON, IDAHO, AND WESTERN MONTANA  
Northwest and Alaska TTAP  
Dept. of Urban and Regional Planning  
Eastern Washington University  
216 Isle Hall  
Cheney, WA 99004  
Contact: Richard Rolland  
800-583-3187 (phone), 509-359-6829 (fax)  
rrolland@ewu.edu, <http://www.cbpa.ewu.edu/~LTAP/>

SERVING TRIBES IN CALIFORNIA AND  
NEVADA  
TTAP California-Nevada  
11138 Valley Mall, Ste. 200  
El Monte, CA 91731  
Contact: Vince Fuentes  
626-350-4446 (phone), 626-442-1115 (fax)  
vfuentes@ncaied.org

SERVING TRIBES IN UTAH, ARIZONA,  
COLORADO, AND NEW MEXICO  
TTAP at Colorado State University  
Colorado State University  
Rockwell Hall, Rm. 321  
Fort Collins, CO 80523  
Contact: Ronald Hall  
970-491-8653 (phone), 970-491-3502 (fax)  
rhall@lamar.colostate.edu, <http://ttap.colostate.edu>

SERVING TRIBES IN MONTANA, WYOMING,  
NORTH DAKOTA, SOUTH DAKOTA, AND  
NORTHERN NEBRASKA  
Northern Plains TTAP  
United Tribes Technical College  
3315 University Dr.  
Bismarck, ND 58504  
Contact: Dennis Trusty  
701-255-3285 ext. 262 (phone), 701-530-0637 (fax)  
niddennis@hotmail.com, <http://www.unitedtribestech.com/orgs/nttap/npttap.htm>

SERVING TRIBES IN NEBRASKA, KANSAS,  
OKLAHOMA, AND TEXAS  
Oklahoma TTAP  
Oklahoma State University  
200 Cordell North  
Stillwater, OK 74078  
Contact: Braven Dyer  
405-744-6049 (phone), 405-744-7268 (fax)  
dbraven@okstate.edu, <http://www.okstate.edu/ceat/clgt/native.html>

SERVING TRIBES EAST OF THE MISSISSIPPI  
TTAP  
Michigan Technological University  
1400 Townsend Dr.  
301E Dillman Hall  
Houghton, MI 49931  
Contact: Bernard Alkire  
888-230-0688 (phone), 906-487-1834 (fax)  
balkire@mtu.edu, <http://www.ttap.mtu.edu>

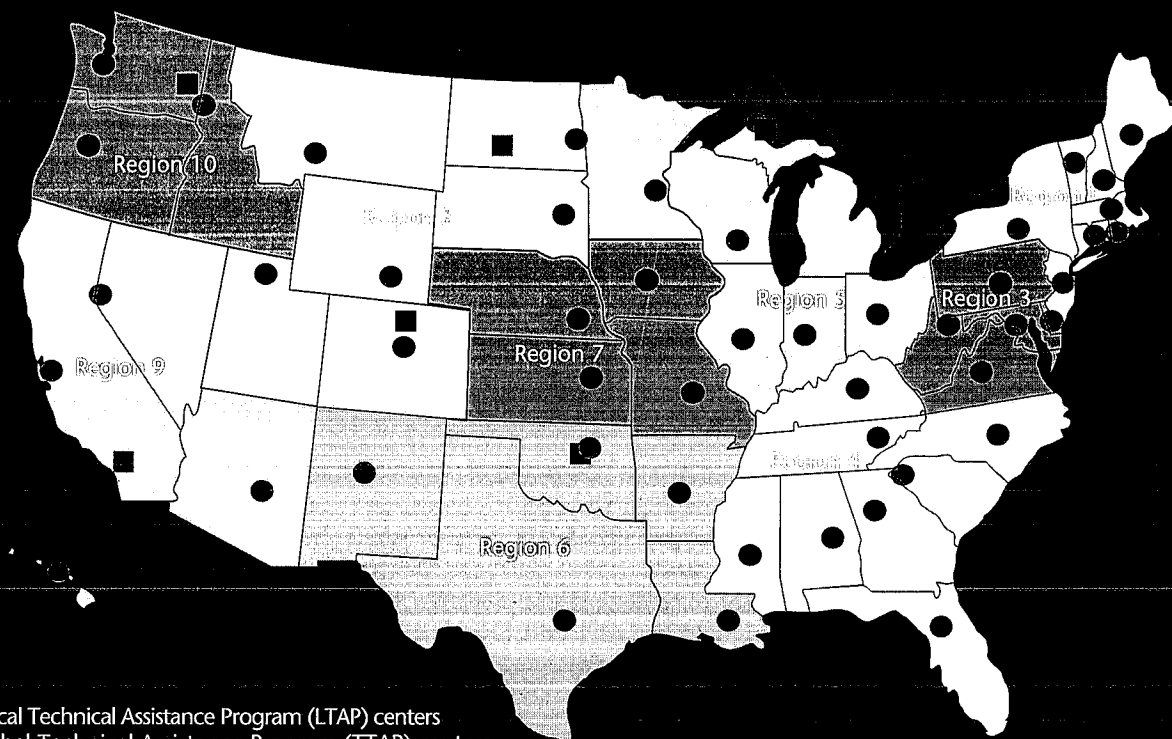
National LTAP support

LTAP Clearinghouse  
American Public Works Association  
1401 K St. NW, 11th Fl.  
Washington, DC 20005  
Contact: Lisa Haakon Pogue  
202-408-9541 (phone), 202-408-9542 (fax)  
ltap@apwa.net, <http://www.ltapi2.org>

National LTAP contact

William Evans, LTAP Manager  
Federal Highway Administration  
555 Zang St., Ste. 250  
Lakewood, CO 80228  
303-969-6730 (phone), 303-969-6740 (fax)  
w.evans@fhwa.dot.gov

*The Local Technical Assistance Program (LTAP) is a program of the Federal Highway Administration (FHWA). This document is disseminated under the sponsorship of the Federal Highway Administration in the interest of information exchange. The FHWA assumes no liability for its contents or use thereof and does not endorse products or manufacturers. The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. This report does not constitute a standard, specification, or regulation.*



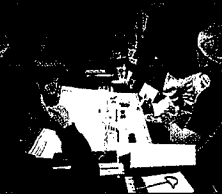
- Local Technical Assistance Program (LTAP) centers
- Tribal Technical Assistance Program (TTAP) centers
- Region 2 consists of six regional TTAP centers

Contact your LTAP center

There are 57 LTAP centers, one in each state and Puerto Rico and six regional centers serving American Indian tribal governments. The centers are located at universities or state DOTs.

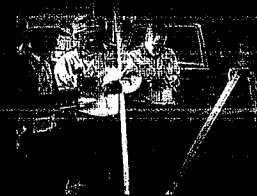
*LTAP solutions:*

*helping*



*transportation*

*workers tap into*



*resources and*

*training*



Progress Report of the Local Technical Assistance Program  
with 2003 updates